



SUSPENSION FORKS

USER MANUAL 2010

WOTAN THOR DURIN MENJA



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[®]**MAGURA**

USER MANUAL forks 2010

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1 Introduction

Dear customer,

Congratulations, you just acquired a MAGURA suspension fork of the newest generation. It is designed and manufactured in Germany. Please take some time to read this manual so you can become more familiar with the product and set it up to fulfil your expectations. You can find more information on the web at www.magura.com. If you still have questions, please place them in the forum. This user manual is part of the product. Do not hand over the product to third parties without this manual. Descriptions and pictures may vary to the explained products. Technical details are subject to change with out prior notice.

Enjoy the ride

Your Magura Team

1 Explanation

.1

Danger:

This symbol means possible danger for your health and even life if you do not follow the instructions given or if the necessary safety measures are not followed.



Attention:

This symbol warns you of inappropriate handling that might cause heavy damage to the material and/or the environment.



Note Icon:

This symbol is giving you additional information about the general handling of the product or gives hints to paragraphs of this manual which have to be read carefully.



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1.2 MAGURA forks and their area of application

1.2.1 Wotan

Wotan is a Enduro and All-Mountain fork with 160mm of travel. The fork can be traveled down to 120mm with „Flight Control Remote“ by remote control from the handle bar, this is a real benefit when climbing.

DAD (Double Arch Design) sliders, the Maxle® thru-axle and 36mm diameter stanchions are parameters that lead to a very stiff fork. It is also equipped with the unique Albert Select+ system, which allows for on/off switching of the adjustable platform/threshold in the compression damping.

1.2.2 Thor

Thor is a All-Mountain fork with 140mm of travel. Which is available in 2 versions: with 1 1/8" steerer tube and with tapered steerer tube from 1 1/8" to 1,5.

The fork can be traveled down to 100mm with „Flight Control Remote“ by remote control from the handle bar, this is a real benefit when climbing.

DAD (Double Arch Design) sliders, the Maxle 360°/Lite thru-axle and 32mm diameter stanchions are parameters that lead to a very stiff but also light fork. Further weight reduction is achieved with the 7" Postmount disc mount. Thor is also equipped with the unique Albert Select+ system, which allows for on/off switching of the adjustable platform/threshold in the compression damping.

1.2.3 Durin Race

Durin Race is a XC-Race fork with 100mm or 80mm travel. The special lower leg is weight optimized but still very stiff through the DAD (Double Arch Design).The fork comes with the easy to use DLO+, which delivers compared to normal lockout systems a better traction maintaining the sag. Durin Race is available also with a remote operated DLO+ from the handlebar.

1.2.4 Durin SL

Durin SL is a Super Light XC Race fork with 100mm or 80mm of travel. The special lower leg is weight optimized but still very stiff through the DAD (Double Arch Design). The fork is equipped with the new Albert SL damping system, especially tuned for racers.

1.2.5 Durin Marathon

Durin Marathon is a XC and Marathon fork with 120mm of travel, which is available in 2 versions: with fixed travel and with travel management system FCR.

The version with remote operated travel management on the handlebar can be lowered from 120 to 80mm by the Remote Control Lever (RCL), which enables you to climb easier with your Marathon or Tour bike.

DAD (Double Arch Design) -sliders and 32mm diameter stanchions make the Durin Marathon a very stiff fork. Additionally it is equipped with the unique Albert Select+ system, which allows for on/off switching of the adjustable platform/threshold in the compression damping and alternatively with DLO+.

1.2.6 Menja

Menja is a All Mountain, Marathon and XC fork, that is available in different travels: 130mm, 100mm and 85mm.

DAD (Double Arch Design) -sliders and 32mm diameter stanchions make the Menja a very stiff fork. Additionally it is equipped with the unique Dynamic Lockout system (DLO+), which maintains the sag for better wheel traction compared to conventional lockout systems. Menja is optionally available with a handle bar mounted remote control for DLO+.

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overview

	Suspension	Damping	Travel
Wotan	Air with Flight Control Remote	Albert Select+	160-120mm
Thor FCR	Air with Flight Control Remote	Albert Select+	140-100mm
Durin Race	Air	DLO+	80, 100mm
Durin SL	Air	Albert SL	80, 100mm
Durin Marathon	Air, Air with Flight Control Remote	Albert Select+ or DLO+	120, 120-80mm
Menja	Air	DLO+	85, 100mm

fork	Freeride	Enduro	All Mountain	XC	XC Race							
Wotan												
Thor												
Durin 120M FCR												
Durin 120M fix												
Durin 100R												
Durin 80R												
Durin 100SL												
Durin 80SL												
Menja 100												
Menja 85												
	A	p	p	l	i	c	a	t	i	o	n	

The MAGURA suspension fork Menja features International Standard 2000 disc mounts. They can be equipped with disc brake rotors up to 210mm diameter.

The MAGURA Durin features Postmount 6" disc mounts. It can be equipped with disc brake rotors up to 210mm diameter.

The MAGURA fork Wotan features a Postmount 8" disc mount. Only Postmount calipers can be assembled, that are used normally on Postmount 6" forks or IS2000 forks in combination with a 160mm rotor. Smallest possible rotor size on Wotan is 203mm/8", biggest approved rotor diameter 210mm.

The MAGURA fork Thor features a Postmount 7“ disc mount. Only Postmount calipers can be assembled, that are used normally on Postmount 6“ forks or IS2000 forks in combination with a 160mm rotor. Smallest possible rotor size on Thor is 180mm/ approx.7”,

biggest approved rotor diameter 210mm. The assembler/bicycle manufacturer is liable for the compatibility of all assembled products to the fork, considering always their respective mounting manuals. The forks must not be assembled with clamps, racks, fenders (other than from MAGURA approved racks with mounting in the steerer tube) or similar products. Thor comes with a standard 1 1/8" steerer tube, but is alternatively also available with a tapered steerer tube from 1 1/8" to 1,5".

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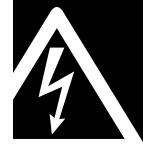
1.3 Installation

1.3.1 Installation of the fork

If you are not sure, if you can install the fork by yourself into your bike, then take it to your professional dealer. He's got the knowledge and specific tools for a proper assembly.

If you install the fork by yourself, make sure it is compatible with your frame. Follow also the instructions in the manual of the frame manufacturer. MAGURA forks are delivered with a 1 1/8" threadless steerer or alternatively with a tapered steerer from 1 1/8" to 1,5". Press the headset crown race firmly onto the steerer/crown assembly. Assemble the fork with headset and stem into the frame.

Tip: use spacers to change height of the stem on the steerer tube. Mark the necessary steerer tube length above the stem and remove the fork off the frame. Cut the steerer tube approx. 5mm/ 1/4" below the mark. Assemble the star-angled nut or other devices for head set play adjustment into the steerer tube.



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Attention:

Hold only the steerer tube when installing the star angled nut!



Now assemble the fork completely with stem, head set and spacer into the frame. Adjust the headset, so it has no play and tighten the stem clamp bolts on the steerer with the correct torque. Always consider the assembly instructions of stem and head set with their respective tightening torques for bolts!

Mount the hub/wheelset into the drop out and the brake onto the fork (see the respective manufacturer manuals, max. tightening torque for brake calipers with MAGURA brakes: 6 Nm). Check previously the compatibility of the brake with your fork. See chapter 1.3.2 for installation of a thru-axle hub with Wotan and Thor.

Also consider, that the assembly of a new fork can change the geometry on your bike, resulting in possible different riding properties.

If a disc brake is mounted onto the fork, the disc tube can be routed clean and easily. Just screw in the delivered disc tube guide by hand into the thread on the left slider and clip the tube into it.



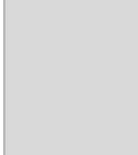
Incorrectly installed forks are extremely dangerous and can result in severe or fatal injuries. Check the assembly and/or have it checked by a professional bicycle mechanic.



1.3.2 Installation of Maxle®

on Wotan, Maxle 360°/Lite on Thor

The Maxle® Quick Release system allows the use of a standard 20mm X 110mm thru-axle hub for enhanced stiffness. The axle threads into the left fork leg, tightening the hub against the left drop out. The axle is fixed in place in the lower leg by the Maxle® Quick Release lever.

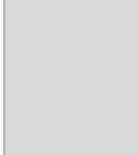


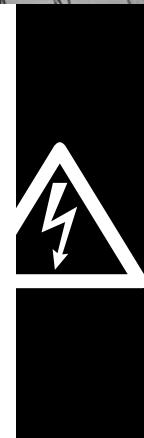
Attention: Riding with an improperly installed wheel can allow the wheel to move or disengage from the bicycle, causing damage to the bicycle, and serious injury or death to the rider. It is essential that you:



- Ensure that your axle, dropouts, and quick release mechanisms are clean and free of dirt or debris.
- Ask your dealer to help you understand how to properly secure your front wheel using the Maxle® Quick Release.
- Apply the correct techniques when installing your front wheel.
- Never ride your bicycle unless you are sure the front wheel is installed properly and secure.

Attention: Maxle 360°/Lite is NOT compatible with Wotan!





1.3.2.1 Installation

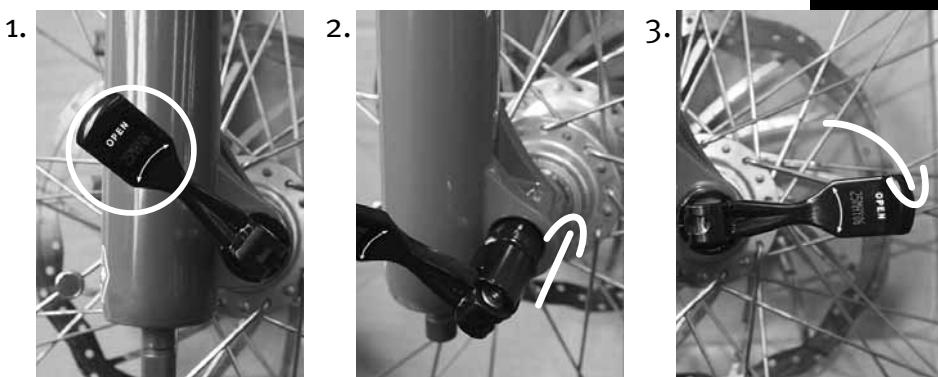
Position your wheel in the dropouts of the lower leg. The hub should seat firmly in the dropouts. Be sure to position the rotor in the caliper.

Check that neither the rotor, hub, nor rotor bolts interfere with the lower legs. If unfamiliar with adjusting your disc brake, see your brake manufacturer's instructions.

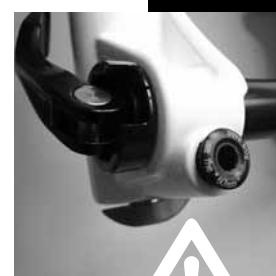
1.3.2.2 Tighten Maxle on Wotan and Maxle 360°/Lite on Thor

1. Place the Maxle® lever in the open position (open legible)!
2. Slide the axle through the right side of the hub until it engages the threads of the left drop out.
3. To tighten the axle into the dropout, turn the axle lever clockwise until it is hand tight.

Pay attention to insert the lever into the groove of the axle for correct tightening!



On Thor: Insert the supplied aluminium plug into the hole just above the right drop out when using the Maxle 360°/Lite.



Note: Never use any other tool to tighten the axle into the lower leg. Over-tightening of the axle can damage the axle and/or the lower leg.

Warning! Dirt and debris can accumulate between the dropout openings. Always check and clean this area when reinstalling the wheel. Accumulated dirt and debris can compromise the security of the axle, leading to serious and/or fatal injury.

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1.3.2.3 Secure Maxle and Maxle 360°/Lite

1. To lock the axle into the lower leg close the Maxle® quick release lever („close“ must be legible)

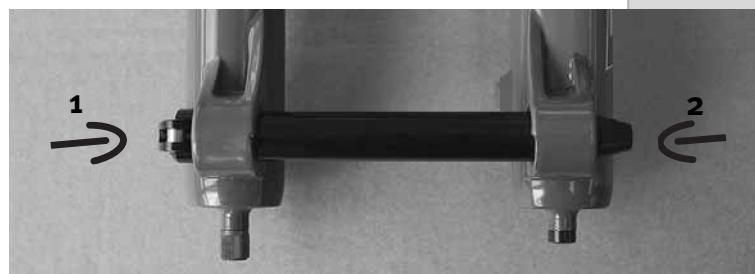


2. The quick release mechanism is an "over-center cam", similar to the quick release found on many bicycle wheels. When closing the lever (1), tension should be felt when the quick release lever is 90 degrees to the lower leg showing backwards on Wotan. If the lever shows forward, release the lock nut (2) to be able to turn the lever (1) by 180 degree. Now tighten the lock nut (2) again. The lever (1) on Maxle 360°/Lite on Thor should show 90° backwards when closed. If it shows in a different direction, open the lever, turn it forward to be able to have it closed in the position pointing backwards.

Attention: If the lever (1) is closed, it must NOT be turned anymore. Otherwise it can loosen itself with a malfunction of Maxle 360°/Lite!



When closing the quick release lever (1), it should leave an imprint in the palm of your hand. If resistance is not felt and if the lever does not leave a clear imprint in the palm of your hand, tension is insufficient. To increase tension, open the quick release lever (1), turn the quick release lock nut (2) in small increments until proper tension is felt.

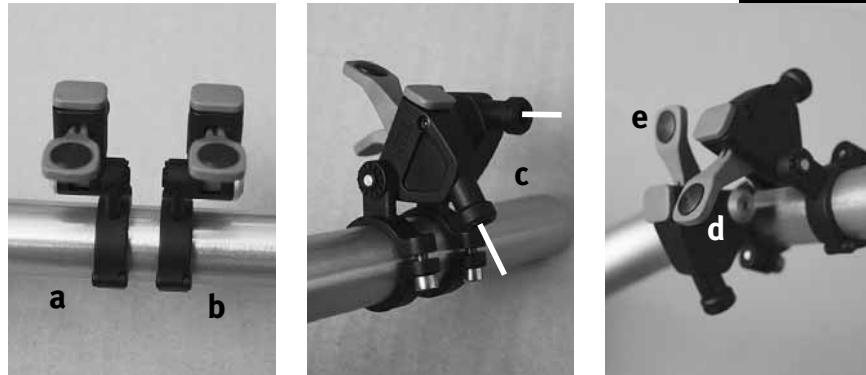


Verify that the axle is unable to spin or move in the dropout by grasping the axle.

1.3.3 Installation of the remote lever RCL

Installation of the remote lever RCL (Remote Control Lever) for Flight Control Remote (black aluminium dot without snap 1), Albert Select+ and DLO+ (blue aluminium dot with snap 2). The lever features a hinge clamp (Allen key 3mm, max. 2 Nm/18 lbf in) for easy assembly without removing brake and shift levers and grips. The lever can be mounted before, in between or behind the brake-shift levers. Only loosen, if necessary, the clamp bolts of the brake and shifter slightly, slide them sideward to get space.

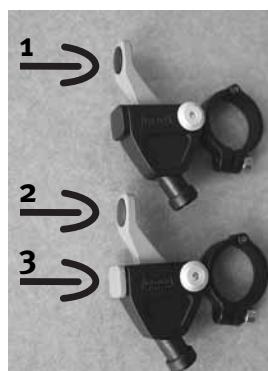
The black housing can be attached either left (a) or right (b) from the clamp, the inclination (c) can be changed over the ratchet (Allen key 2.5mm, max. 1 Nm/9 lbf in). The lever can be also pressed either downward (d) or upward (e) (the cable routs in front or in rear of the handlebar). With this you get multiple assembly options.



The lever with the black aluminium dot (1) without snap actuates Flightcontrol Remote FCR. It is only actuated for a short time and snaps back again when releasing.

The lever with the blue aluminium dot (2) with snap actuates Albert Select+ or DLO+. Pushing the grey lever with the blue dot activates Albert Select+ or DLO+ (“ON”).

For deactivating („OFF“) push the square grey button (3) slightly, the big grey lever snaps back into the off-position.



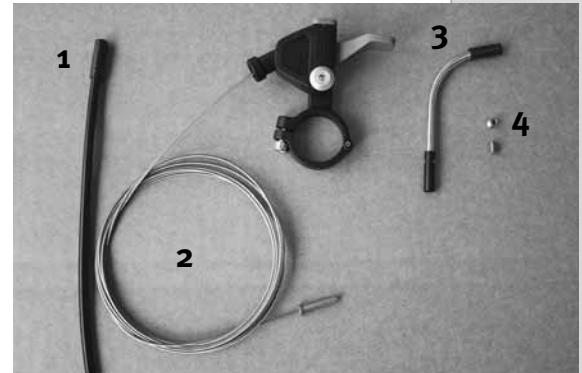
Slide or mount the complete remote lever onto the handlebar.



Attention: Do not slide the RCL clamp over the taper of the handlebar. The clamp can brake due to lateral loads!

Slide the cable housing (1) onto the cable (2), then the bent connecting tube (3).

The bent connecting tube (3) is not necessarily required on Durin and Thor!



The cable and housing should be as short as possible, so you have to cut them, but without being too short with tension on the housing.

Slide the cable through the cable guide in the fork crown and lock it around the remote knob. For FCR: Screw the set screws (4, Allen key 2mm) into its thread, so the knob can turn at least 70 degree without damaging the cable.



Attention: The remote lever must be unlocked (=OFF, Position).



For FCR: Tension the cable and clamp it with set screw (1), shorten it just after set screw (2) and tighten it also (the cable end disappears in the groove). Alternatively it can be also clamped with the second set screw (2) and shortening after 2cm to 3 cm (1) and pressing on the grey cable end.



Tighten the remote lever on the handlebar (Allen key 3mm, max 2 Nm/18 lbf in).

The remote and non-remote versions are different by the additional return spring and the clamping bolt for the cable on the remote version.

Non remote:**remote:**

Remove the cap from the knob.

On DLO+ (1):

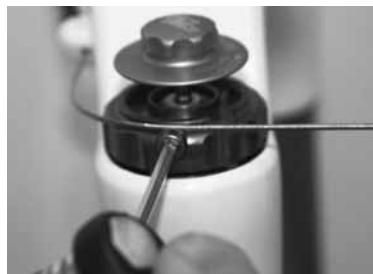
unscrew the blue cap counter clockwise.



On Albert Select+ (2):

pull off the golden knob upwards.

To clamp the cable on the knob, first slide it through the guide on the fork crown, then place it in the groove around the blue knob and clamp it between the washer of the small 2,5mm allen bolt and the knob. Cut the cable about 2cm / 3 / 4" behind the bolt and guide it through the window into the knob. Now you can return the corresponding cap into its place. Please control the right function of DLO+ or Albert Select+ by pressing the remote lever on the handlebar



Attention: the lever must not collide with brake and/or shift lever when activating it. Tighten brake and shift lever again.



Attention: Tension the cable after a while, as it the cable elongates and the housing compresses during time to avoid malfunction of Albert Select+, DLO+ or Flight Control Remote.

Now the brake and shift lever can be mounted again with the grip.

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1.4 Set-up

You can start fine tuning your fork after a correct installation. See the following steps (see also the glossary in chapter 3 as well as set up tips in chapter 4 and 5).

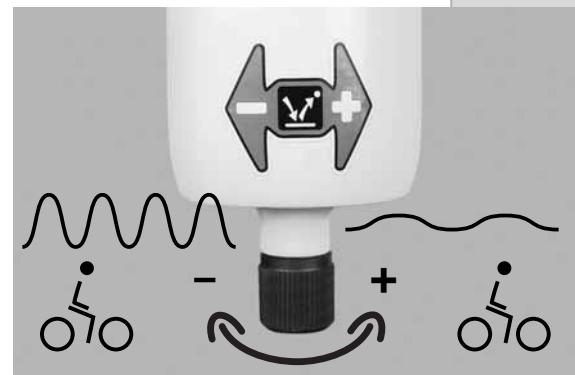
First adjust the correct preload, i.e. the air pressure on Wotan, Durin, Thor or Menja respectively coil spring preload with a preload spacer.

The MAGURA forks are designed to have 20 to 30% sag while sitting in your normal riding position on your bike. You can simply check the sag by sliding down the o-ring on the left stanchion and then get off of the bike (see also chapter 4.1.1, 4.2.1, 4.3.1, 4.4.1, 4.5.1, 4.6.1). Reduce the preload for more sag, increase preload for less sag.

Attention: For sag adjustment always switch off Albert Select+ or DLO+ („OFF“) and use the long travel on FCR forks.

The fork should use all the travel on your favourite trail (easy to read by the distance between o-ring on the left stanchion and seal). One or two bottom outs are ok, as they only happen with very big impacts or jumps. Preload has to be increased (see chapter 3.5) if the fork bottoms out more often. These are available at your authorized bike shop – only use original MAGURA coil springs!

Adjust now the correct rebound damping with the red dial at the bottom of the right leg.



The fork should not bounce uncontrolled nor compress after an obstacle. Best for adjusting the rebound damping is to roll down a small step (e.g. walk way) seated on your bike.

The fork should only bounce back 1 to 2 times. If it bounces back more, increase („+“) rebound damping step by step. If it stays compressed, decrease („-“) rebound damping.

If you have a fork with the platform damping system Albert Select+ (Wotan, Thor, Durin), activate it by turning the blue knob into the „ON“ position or by switching on the blue lever on the remote control. The amount of platform/threshold can be adjusted with the golden knob (see chapter 3.1, 4.1.5, 4.2.5) while having the Albert Select+ activated on „ON“.



If you have a fork with Dynamic Lockout (Durin Race, Menja), activate it by turning the blue knob into the „ON“ position or by switching down the blue lever on the remote control (see chapter 3.3, 4.3.3, 4.6.3, 4.7.3).

On Wotan, Thor and Durin Marathon FCR you can adjust the travel with Flightcontrol Remote (see chapter 3.2, 4.1.3, 4.2.3, 4.5.3).

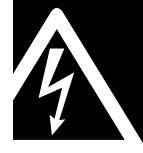
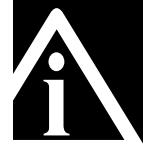
Now your fork is ready for the first ride.

But please read this manual until its end!

You will find detailed explanations for setting up in chapter 4.

1.5 Before every ride

- Always ride with a helmet
- Make sure that the fork does not have any mechanical damage.
- Make sure that the quick release of the hub on Durin Race/ SL/Marathon or Menja or the thru-axle lever on Wotan and Thor is closed with the correct tension and that the wheel is seated correctly in the dropouts. Incorrect tension can make the fork fail leading to serious and/or fatal injury.
- Make sure that the bolts of parts like stem, headset and bar ends are tightened with the proper torque according to the manuals of these parts.
- We do not recommend the use of bicycle carriers where the bike is fixed with the fork dropouts tilting the bicycle to either side when mounting the bicycle to the carrier (front wheel removed). The fork legs may suffer structural damage. Damage of the fork dropouts are extremely dangerous and can result in severe and/or fatal injury.
- Check that the brakes are installed and adjusted correctly and check brake pad thickness (see respective brake manual).
- Be aware that your fork is designed for off road use and may not be legal for riding on public roads, because it lacks reflective material and/or other legal requirements, These vary from country to country.



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- Check the fork for leaks by compressing the fork a few times. Look for any oil tracks on the bolts near the bottom of the lower leg, on the stanchions near the seals and on the dials. Slightly oily stanchions, especially on new forks, are normal. Wipe off the excess oil with a dry clean rag.
- Cycle the fork several times in normal riding position when you have your bike stored hanging or upside down. With this you fill the damping unit (Albert Select+, Albert SL or DLO+, depending on fork model) again with oil. Otherwise the fork will have no damping for the first movements.

1.6 During the ride

If your fork makes unusual noises after hard braking or compressions, stop immediately riding and contact MAGURA or an authorized MAGURA Service centre for inspection. Continued use of the fork could cause loss of control and serious and/or fatal injuries.

1.7 After fall or accident

Examine your fork for damages after a fall. Using a damaged or incorrectly functioning fork can be hazardous to your health and life. Contact your dealer if necessary.

1.8 Further references

- Please consider, that uncontrolled and hard landings after jumps can seriously damage the fork and therefore be hazardous to your health and life.
- Incorrect assembly of the fork can result in failure! You (or the dealer) must check the correct assembly of the fork.
- Do you have any doubts about the condition of your fork, then contact your dealer or a MAGURA-Service employee.



- Maximum tire width for Durin Race/SL/Marathon, Menja is 26" x 2,6".
- Maximum tire width for Thor is 26" x 2,8".
- Maximum tire width for Wotan is 26" x 2,8".
- Wotan is designed well as for Enduro- und All-Mountain. Thor for All-Mountain or Menja for All-Mountain and XC-sector. Durin is designed for XC-race and marathon. All forks are not designed for jumping with them, they are especially not designed for Dirt Jumping and Street Biking. The manufacturer and dealer is not liable for damages resulting for every other sector surpassing the intended use or not following the safety references.
- The manufacturer and dealer is also not liable for damages from inappropriate removal of defects or overloading the system consisting of rider, equipment and bike over 130kg/286 lbs.
- The forks are not foreseen to be used by children under the age of 15 years, because they are not CE-approved.



2 Maintenance and Warranty

2.1 Maintenance

- We recommend cleaning the stanchions of your fork after every ride with a clean dry rag. External lubrication is not necessary, as the fork is lubed internally.
- We recommend cleaning your fork on a regular basis. Use water, mild soap and a brush. Do not use a power washer as water may be forced through the seals, destroying them, the internals, bushings and stanchions.



The optimum and sensitive plushness can be tested with DLO+ or Albert Select+ switched off. If the fork suffers from stiction and feels harsh, then a small fork service might be necessary. You'll find informations on this service on www.magura.com.



If the stanchions feel dry inside the lower leg during a ride, they might be needing some lubrication. Therefore turn around the bike upside-down und cycle the fork a few times. With this the lubrication oil inside the lower leg will get to the upper bushings.

The forks require little maintenance due to its oil lubrication. They only need once a year a service. Racers and mile-eaters should consider that they give a harder use to their components and need service and controlling the fork more often.

The forks must not be lubricated from outside, as the lubrication oil can damage the dust scrapers.

Warning:

The forks can only be opened by authorized dealers, because internal parts are under high pressure and can cause severe injuries.



Exception:

The small service for lubricating the stanchions in the lower leg can be done by the user himself. You'll find a written information and a video on www.magura.com/downloads on how to disassemble the lowers from the stanchion and lube everything.



2 Warranty

- Parts, components and assemblies subject to normal wear and tear are not covered under this warranty.
- The warranty can expire when use according to the terms is no longer applicable. To this appropriate use also belongs the conditions for operating, maintaining and servicing as prescribed in the manual.
- Like every other product, the fork also contains parts that wear out as time passes by. The life span of these parts depend on the type and frequency of use, as well on care and maintenance. Please note that the usual wear of parts is normal and therefore no reason for objection. This especially applies to: bushings, seals and the surface of the stanchions.
- Machining or facing of the disc mounts on the fork is not allowed, as the corrosion protection will be damaged. It's not necessary, as the mounts are machined previously before coating.

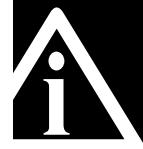


- Warranty duration and laws may vary from state to state and/or country to country.

- Warranty cases should be dealt normally by your dealer. But you can send warranty cases also directly to Magura or the official service partners. We point out that a warranty case can only be handled with an enclosed proof of purchase.

- The warranty can expire when:

- Abnormal strain, neglect, abuse and/or misuse
- Accident or collision damage
- Application of not-original MAGURA parts and lubrication products
- Changing the surface (for instance painting, machining or facing of the disc mounts,...)
- Changing of the structure (e.g. drilling holes, assembly of lowriders,...)
- Removal or garble of the serial number
- Incorrect maintenance
- Transport damage or loss
- Exceeding the system weight of 130kg (286lbs)



3

3

.1

Glossary

Albert Select+ compression damping



You have got the possibility with Albert Select+ to switch fast and simple, according to your needs, in between a fully active and extremely supple fork or a externally adjustable platform/Threshold compression mode.

The system is activated with the blue knob directly on the fork (turn it to „ON“) or comfortably with the handlebar mounted remote lever (push the lever with the blue dot and snap it in). Super easy!

The amount of platform/threshold is adjusted with the golden knob, while Albert Select+ is on „ON“.

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3.2

Flightcontrol Remote FCR



Flightcontrol Remote is the external travel management system, allowing Wotan, Thor and Durin Marathon FCR to be changed in travel. The travel on Wotan can be changed in between 160mm and 120mm, on Thor from 140mm to 100mm and on Durin Marathon from 120 to 80mm for easier climbing. Activation is by the flip of a handle bar mounted lever. The fork is fully active in the lowered position, even a bit softer for even better climbing characteristics. bringt.

3.3

Dynamic Lockout DLO+



DLO+ is a lockout system, which maintains the sag for better wheel traction compared to conventional lockout systems, generating better wheel traction. Bike geometry is not changed resulting in better climbing properties. Activation is directly on the fork crown by turning a knob or by the flip of a handle bar mounted lever. DLO+ features now a true blow-off, so your fork can still soak up big bumps although being locked out, e.g. if you've forgotten to unlock your DLO+ on a downhill.

3.4

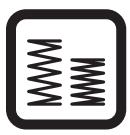
Albert SL

Albert SL is the new compression damping system. The firm setting was especially designed for racers. It features a rather high threshold, so the fork is activated only after bigger impacts, but then working perfectly without the need of a lockout.

3.5

Preload

Preload means the initial force on the fork springs, either coil or air. The preload is generally set to compress the fork with a normal seated rider on his bike by 20% to 30% of its total travel. This compressed travel is called sag. Preload on air spring forks (Wotan, Thor, Durin, Menja) can be changed with air pressure.



3.6 Rebound damping



The rebound damping controls the speed of the rebound stroke of your fork. Too slow rebound makes you loose contact with the ground, which results in loss of traction and control. On the other side a too fast rebound makes the fork bounce over the ground and you will loose control as well. Rebound damping is adjusted with the red knob at the bottom of the right leg.

3.7 Double Arch Design DAD



Double Arch Design

The unique DAD of the lower leg is not only cool design with a high recognition factor, but makes a very stiff fork with high steering precision and low torsion while braking.

3.8 Safety Drop Out SDO

Drop outs with 45 degree opening for perfect fit of the hub. The form of the drop out generates much less fatigue on the quick release, as brake torque is taken by the drop out itself and not the clamp force.



3.9 Disc tube guide

The disc tube can be routed clean and easily with a nice clip, that can be threaded into the left leg.



3.10 FIRM-tech



MAGURA has reached with FIRM-tech a unique integration of a rim brake with a fork, that is difficult to top in means of lightness, function and performance.

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4 Set up

4.1 Wotan

4.1.1 Sag/air pressure adjustment

Unscrew the valve cap and screw the pump head onto the valve.

With the MAGURA pump, screw the pump head on with the lever in position A, once screwed on, flip the lever to position B.

Tip: don't screw the pump head too tight onto the valve, otherwise it will be difficult to flip the lever to position B.

Attention: Activate the Flight Control Remote lever several times during pumping, to equal the air pressure in the main and negative air chamber!

Attention: Release air only with pressed/activated Flight Control Remote lever on the bar! Otherwise the negative chamber will not be emptied and the fork will be pulled together.

Pressing button C completely: air is released step by step. Just touching lightly on button C: air is released completely.



Attention: Adjust the sag only with Albert Select+ deactivated, in the „OFF“ position and with FCR forks in the long travel!

Adjust the air pressure to achieve approx. 20%-30% of sag (distance from O-ring to seal). See also air pressure chart in chapter 5 and on the rear of the fork. Max air pressure: 10 bar/150 psi.

Before unscrewing the MAGURA pump head from the valve, flip the lever back to position A to avoid air loss.



4.1.2 Rebound damping adjustment

Adjust the rebound damping with the red knob at the bottom end of the right leg.

Best for adjusting the rebound damping is to roll down a small step (e.g. walk way) seated on your bike. The fork should only bounce back 1 to 2 times. If it bounces back more often, increase („+“) rebound damping step by step. If it stays compressed, decrease („-“) rebound damping step by step.

4.1.3 Flightcontrol Remote FCR

To reduce travel on the fork (have Albert Select+ on „OFF“) press the lever remote with black dot downwards, maintain it pressed and compress the fork. Once the fork is almost fully compressed, release the remote lever. The fork can now travel with the reduced 120mm. To increase the travel back to 160mm, keep the remote lever with black dot pressed and remove weight from the fork by shifting your body backwards or wheelying. The fork will extend.

4.1.4 Albert Select+ ON/OFF (blue knob)

You activate the Albert Select+ platform system by turning the blue knob on the fork crown clockwise into the „ON“ position or by pushing the remote lever with the blue dot downwards until it snaps in.



4.1.5 Albert Select+ platform +/- (golden knob)

The amount of platform/threshold of the fork can be adjusted with the golden knob, while the blue knob is in „ON“ position. Turning clockwise („+“) increases the platform, making the fork compress only with bigger obstacles/while out of the saddle sprinting. Turning counter clockwise („-“) reduces the platform, the fork is more supple. Adjust the platform in the way that the fork does not bob while pedalling/out of the saddle riding.

Attention: Adjustment of the golden knob only shows effect when the blue knob is on „ON“!



4.2 Thor

4.2.1 Sag/air pressure adjustment

Unscrew the valve cap and screw the pump head onto the valve. With the MAGURA pump, screw the pump head on with the lever in position A, once screwed on, flip the lever to position B.

Tip: don't screw the pump head too tight onto the valve, otherwise it will be difficult to flip the lever to position B.

Attention: Activate the Flight Control Remote lever several times during pumping, to equal the air pressure in the main and negative air chamber!

Attention: Release air only with pressed/activated Flight Control Remote lever on the bar! Otherwise the negative chamber will not be emptied and the fork will be pulled together. Pressing button C completely: air is released step by step. Just touching lightly on button C: air is released completely.



Attention: Adjust the sag only with Albert Select+ deactivated, in the „OFF“ position and with FCR forks in the long travel! Adjust the air pressure to achieve approx. 20%-30% of sag (distance from O-ring to seal). See also air pressure chart in chapter 5 and on the rear of the fork. Max air pressure: 10 bar/150 psi. Before unscrewing the MAGURA pump head from the valve, flip the lever back to position A to avoid air loss.





4.2.2 Rebound damping adjustment

Adjust the rebound damping with the red knob at the bottom end of the right leg.

Best for adjusting the rebound damping is to roll down a small step (e.g. walk way) seated on your bike. The fork should only bounce back 1 to 2 times. If it bounces back more often, increase („+“) rebound damping step by step. If it stays compressed, decrease („-“) rebound damping step by step.

4.2.3 Flightcontrol Remote FCR

To reduce travel on the fork (have Albert Select+ on „OFF“) press the lever remote with black dot downwards, maintain it pressed and compress the fork. Once the fork is almost fully compressed, release the remote lever. The fork can now travel with the reduced 100mm. To increase the travel back to 140mm, keep the remote lever with black dot pressed and remove weight from the fork by shifting your body backwards or wheelying. The fork will extend.

4.2.4 Albert Select+ ON/OFF (blue knob)

You activate the Albert Select+ platform system by turning the blue knob on the fork crown clockwise into the „ON“ position or by pushing the remote lever with the blue dot downwards until it snaps in.



Attention: Adjustment of the golden knob only shows effect when the blue knob is on „ON“!

Turn the blue knob counter clockwise to „OFF“ or push the square grey button on the remote lever: Albert Select+ is deactivated and the fork is fully active and supple.

Converting a Albert Select+ unit with activation on the fork crown into a remote version is possible by changing the complete cartridge. Please contact your authorized MAGURA dealer!



4.2.5 Albert Select+ platform +/- (golden knob)

The amount of platform/threshold of the fork can be adjusted with the golden knob, while the blue knob is in „ON“ position. Turning clockwise („+“) increases the platform, making the fork compress only with bigger obstacles/while out of the saddle sprinting. Turning counter clockwise („-“) reduces the platform, the fork is more supple. Adjust the platform in the way that the fork does not bob while pedalling/out of the saddle riding.



Attention: Adjustment of the golden knob only shows effect when the blue knob is on „ON“!

4.3 Durin Race

4.3.1 Sag/air pressure adjustment

Unscrew the valve cap and screw the pump head onto the valve. With the MAGURA pump, screw the pump head on with the lever in position A, once screwed on, flip the lever to position B.



Tip: don't screw the pump head too tight onto the valve, otherwise it will be difficult to flip the lever to position B.



Attention: Adjust the sag only with DLO+ deactivated, in the „OFF“ position!

Pressing button C completely: air is released step by step. Just touching lightly on button C: air is released completely.



Adjust the air pressure to achieve approx. 20%-30% of sag (distance from O-ring to seal). See also air pressure chart in chapter 5 and on the rear of the fork. Max air pressure: 10 bar/150 psi.

Before unscrewing the MAGURA pump head from the valve, flip the lever back to position A to avoid air loss.



4.3.2 Rebound damping adjustment

Adjust the rebound damping with the red knob at the bottom end of the right leg. Best for adjusting the rebound damping is to roll down a small step (e.g. walk way) seated on your bike. The fork should only bounce back 1 to 2 times. If it bounces back more often, increase („+“) rebound damping step by step. If it stays compressed, decrease („-“) rebound damping step by step.

4.3.3 Dynamic Lockout DLO+

You activate the DLO+ system by turning the blue knob on the fork crown clockwise into the „ON“ position or by pushing the blue remote lever downwards until it clicks in. The fork does not compress with hard impacts, but maintains its sag. Turn the blue knob counter clockwise to „OFF“ or push the square grey button on the remote lever: DLO+ is deactivated and the fork is fully active and supple. Converting a DLO+ unit with activation on the fork crown into a remote version is possible by changing the complete cartridge. Please contact your authorized MAGURA dealer!



4.4 Durin SL

4.4.1 Sag/air pressure adjustment

Unscrew the valve cap and screw the pump head onto the valve. With the MAGURA pump, screw the pump head on with the lever in position A, once screwed on, flip the lever to position B.

Tip: don't screw the pump head too tight onto the valve, otherwise it will be difficult to flip the lever to position B.

Pressing button C completely: air is released step by step. Just touching lightly on button C: air is released completely.

Adjust the air pressure to achieve approx. 20%-30% of sag (distance from O-ring to seal). See also air pressure chart in chapter 5 and on the rear of the fork. Max air pressure: 10 bar/150 psi.



4.4.2 Rebound damping adjustment

Adjust the rebound damping with the red knob at the bottom end of the right leg.

Best for adjusting the rebound damping is to roll down a small step (e.g. walk way) seated on your bike. The fork should only bounce back 1 to 2 times. If it bounces back more often, increase („+“) rebound damping step by step. If it stays compressed, decrease („-“) rebound damping step by step.



4.5 Durin Marathon

4.5.1 Sag/air pressure adjustment

Unscrew the valve cap and screw the pump head onto the valve. With the MAGURA pump, screw the pump head on with the lever in position A, once screwed on, flip the lever to position B.

Tip: don't screw the pump head too tight onto the valve, otherwise it will be difficult to flip the lever to position B.



Attention: Activate the Flight Control Remote lever several times during pumping, to equal the air pressure in the main and negative air chamber!



Attention: Release air only with pressed/activated Flight Control Remote lever on the bar! Otherwise the negative chamber will not be emptied and the fork will be pulled together.

Pressing button C completely: air is released step by step. Just touching lightly on button C: air is released completely.

Attention: Adjust the sag only with Albert Select+ deactivated, in the „OFF“ position and with FCR forks in the long travel! Adjust the air pressure to achieve approx. 20%-30% of sag (distance from O-ring to seal). See also air pressure chart in chapter 5 and on the rear of the fork. Max air pressure: 10 bar/150 psi. Before unscrewing the MAGURA pump head from the valve, flip the lever back to position A to avoid air loss.





4.5.2 Rebound damping adjustment

Adjust the rebound damping with the red knob at the bottom end of the right leg.

Best for adjusting the rebound damping is to roll down a small step (e.g. walk way) seated on your bike. The fork should only bounce back 1 to 2 times. If it bounces back more often, increase („+“) rebound damping step by step. If it stays compressed, decrease („-“) rebound damping step by step.

4.5.3 Flightcontrol Remote FCR

To reduce travel on the fork press the lever remote with the black dot downwards, maintain it pressed and compress the fork. Once the fork is almost fully compressed, release the remote lever. The fork can now travel with the reduced 100mm.

To increase the travel, keep the remote lever with black dot pressed and remove weight from the fork by shifting your body backwards or wheelying. The fork will extend.

Compression damping on Durin Marathon is available in 2 versions: either Albert Select+ or DLO+.

4.5.4 Albert Select+ ON/OFF (blue knob)

You activate the Albert Select+ platform system by turning the blue knob on the fork crown clockwise into the „ON“ position or by pushing the remote lever with the blue dot downwards until it snaps in.



Attention: Adjustment of the golden knob only shows effect when the blue knob is on „ON“!

Turn the blue knob counter clockwise to „OFF“ or push the square grey button on the remote lever: Albert Select+ is deactivated and the fork is fully active and supple. Converting a Albert Select+ unit with activation on the fork crown into a remote version is possible by changing the complete cartridge. Please contact your authorized MAGURA dealer!



4.5.5 Albert Select+ platform +/- (golden knob)

The amount of platform/threshold of the fork can be adjusted with the golden knob, while the blue knob is in „ON“ position. Turning clockwise („+“) increases the platform, making the fork compress only with bigger obstacles/while out of the saddle sprinting. Turning counter clockwise („-“) reduces the platform, the fork is more supple. Adjust the platform in the way that the fork does not bob while pedalling/out of the saddle riding.



Attention: Adjustment of the golden knob only shows effect when the blue knob is on „ON“!



Attention: Adjustment of the golden knob only shows effect when the blue knob is on „ON“!



Turn the blue knob counter clockwise to „OFF“ or push the square grey button on the remote lever: Albert Select+ is deactivated and the fork is fully active and supple.

Converting a Albert Select+ unit with activation on the fork crown into a remote version is possible by changing the complete cartridge. Please contact your authorized MAGURA dealer!

4.5.6 Dynamic Lockout DLO+

You activate the DLO+ system by turning the blue knob on the fork crown clockwise into the „ON“ position or by pushing the blue remote lever downwards until it clicks in. The fork does not compress with hard impacts, but maintains its sag. Turn the blue knob counter clockwise to „OFF“ or push the square grey button on the remote lever: DLO+ is deactivated and the fork is fully active and supple. Converting a DLO+ unit with activation on the fork crown into a remote version is possible by changing the complete cartridge. Please contact your authorized MAGURA dealer!



4

4.6 Menja

4.6.1 Sag/air pressure adjustment

Unscrew the valve cap and screw the pump head onto the valve. With the MAGURA pump, screw the pump head on with the lever in position A, once screwed on, flip the lever to position B.



Tip: don't screw the pump head too tight onto the valve, otherwise it will be difficult to flip the lever to position B.

Attention: Adjust the sag only with DLO+ deactivated, in the „OFF” position!

Pressing button C completely: air is released step by step.
Just touching lightly on button C: air is released completely.

Adjust the air pressure to achieve approx. 20%-30% of sag (distance from O-ring to seal). See also air pressure chart in chapter 5 and on the rear of the fork. Max air pressure: 10 bar/150 psi. Before unscrewing the MAGURA pump head from the valve, flip the lever back to position A to avoid air loss.



4.6.2 Rebound damping adjustment

Adjust the rebound damping with the red knob at the bottom end of the right leg.

Best for adjusting the rebound damping is to roll down a small step (e.g. walk way) seated on your bike. The fork should only bounce back 1 to 2 times. If it bounces back more often, increase („+“) rebound damping step by step. If it stays compressed, decrease („-“) rebound damping step by step.



4.6.3 Dynamic Lockout DLO+

You activate the DLO+ system by turning the blue knob on the fork crown clockwise into the „ON“ position or by pushing the blue remote lever until it clicks in. The fork does not compress with hard impacts, but maintains its sag. Turn the blue knob counter clockwise to „OFF“ or push the square grey button on the remote lever: DLO+ is deactivated and the fork is fully active and supple. Converting a DLO+ unit with activation on the fork crown into a remote version is possible by changing the complete cartridge. Please contact your authorized MAGURA dealer!



5

Data/tables

The mentioned air pressures serve as a guideline and may vary according to the riders preferences and bike geometry.



Air pressure chart

Wotan, Durin Race, SL, Marathon fix, Menja

Kg biker weight	bar +/- 0,5 bar	Lbs biker weight	Psi +/- 7 psi
50-59	3,0-3,4	110-124	43-47
60-69	3,5-3,8	125-149	48-55
70-79	3,9-4,5	150-174	56-65
80-89	4,6-5,1	175-199	66-73
90-99	5,2-5,8	200-224	74-84
100-109	5,9-6,6	225-249	85-94
110-120	6,7-7,5	250-274	95-109
120-130	7,6-8,4	275-286	110-121

Air pressure chart

Durin Marathon FCR, Thor

Kg biker weight	bar +/- 0,5 bar	Lbs biker weight	Psi +/- 7 psi
50-59	3,5-3,9	110-124	50-54
60-69	4,0-4,3	125-149	55-62
70-79	4,4-5,0	150-174	63-72
80-89	5,1-5,6	175-199	73-80
90-99	5,7-6,3	200-224	81-91
100-109	6,4-7,1	225-249	92-101
110-120	7,2-8,0	250-274	102-116
120-130	8,1-8,9	275-286	117-128

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Max. air pressure on
Wotan, Thor, Durin, Menja: 10 bar/150 psi

Tightening torques
Bolts in bottom of lower leg left+ right: 6 Nm/53 lbf in
Hinge clamp bolt RCL: 2 Nm/18 lbf in

Caliper mount on Postmount:
with MAGURA-brakes max. 6 Nm/53 lbf in

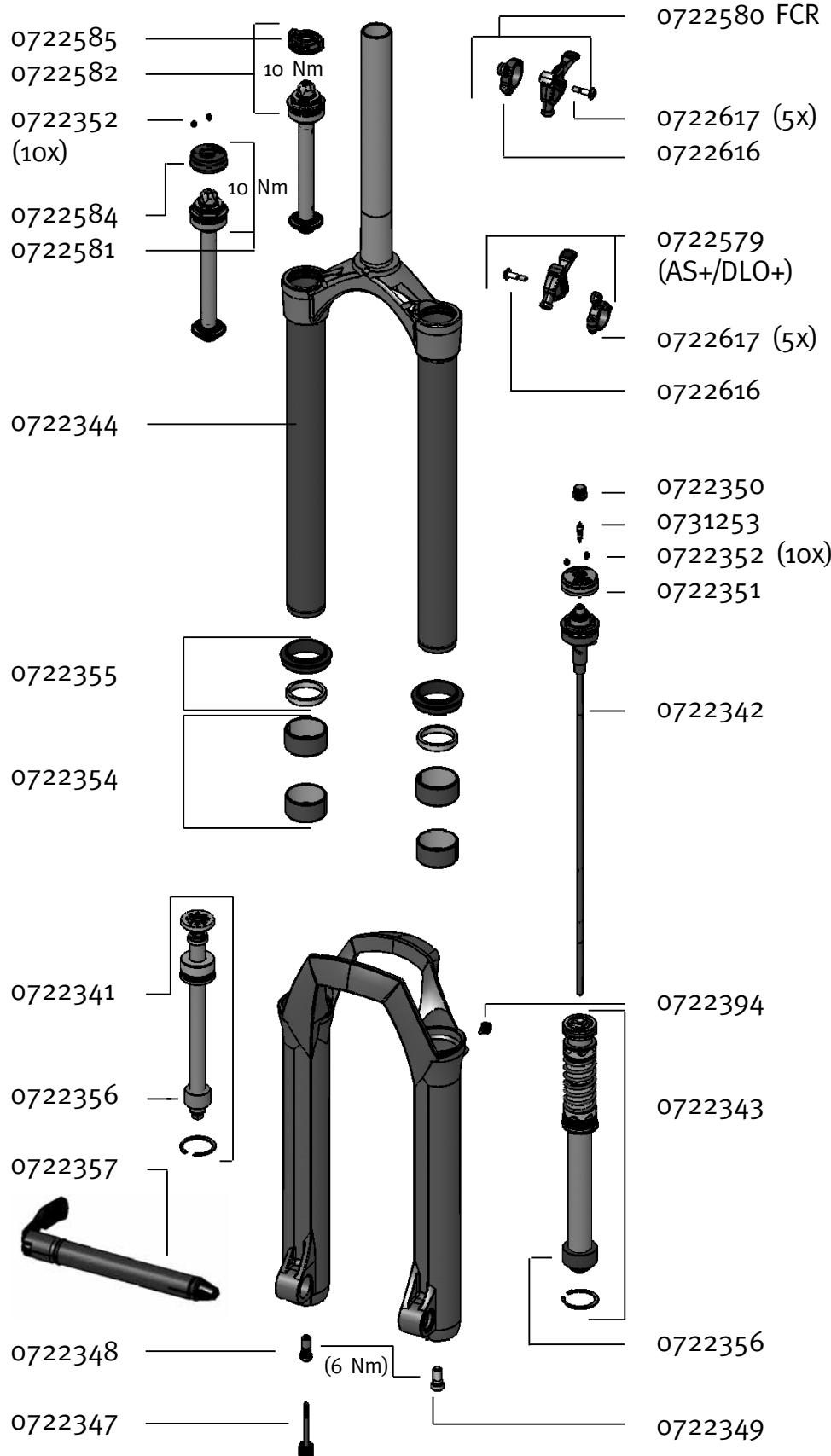
- Disc brake caliper mount with rotor sizes:
Menja:
(IS) 6", 160mm, 180mm, 203mm, 210mm
Durin: (PM) 6", 160mm, 180mm, 203mm, 210mm
Thor: (PM) 7", 180mm, 203mm, (possible for 210mm)
Wotan: (PM) 8", 203mm, 210mm
- Fork length (drop out to crown race +/- 3mm)
Wotan: 540mm
Thor: 520mm
Durin 80: 453mm
Durin 120M: 493mm
Menja 100/Durin 100: 473mm
Menja 85: 458mm
- Standard 1 1/8" steerer tube and alternatively with tapered steerer tube from 1 1/8" to 1,5"
- Maximale Reifengröße bei Durin, Menja: 26"x 2,6".
- Maximale Reifengröße bei Wotan und Thor: 26"x 2,8".

Included parts:

Aftermarket fork: fork, manual, air pump
OEM fork: fork, manual and other parts defined by the assembler.

6 Exploded views

6.1 Wotan



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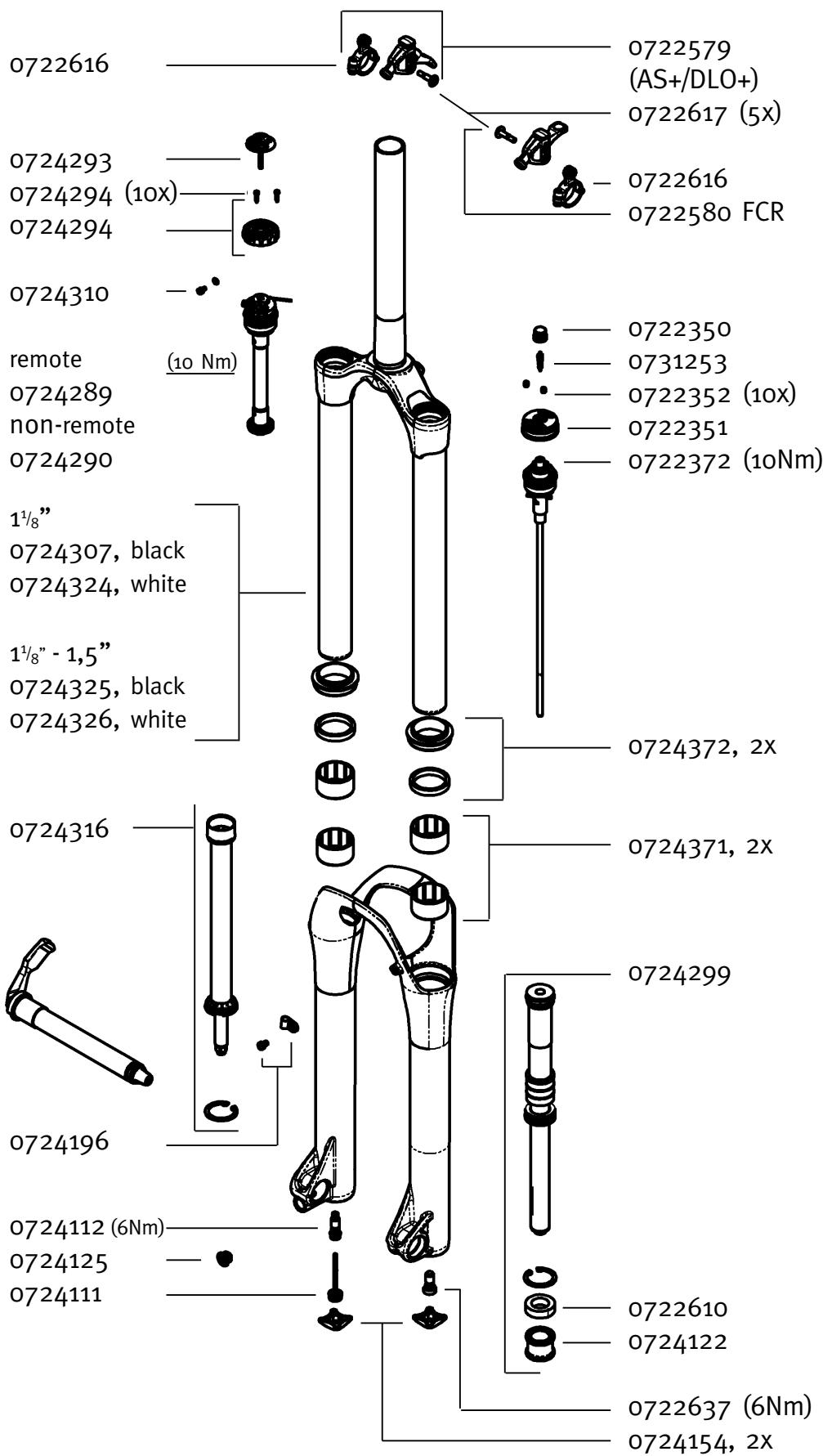
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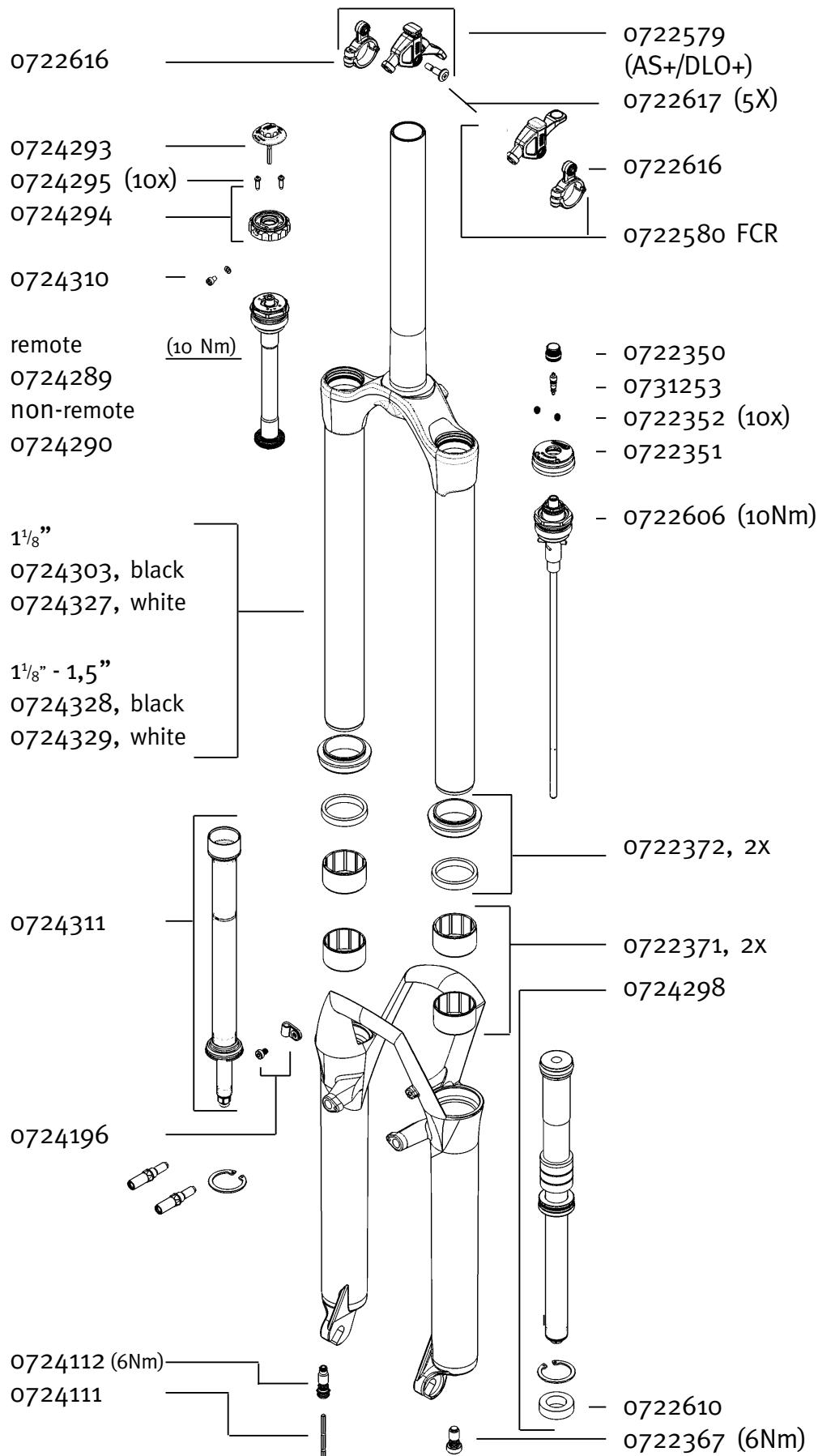
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6.2 Thor 140 AM



6.3 Durin Marathon 120 M FCR AS+



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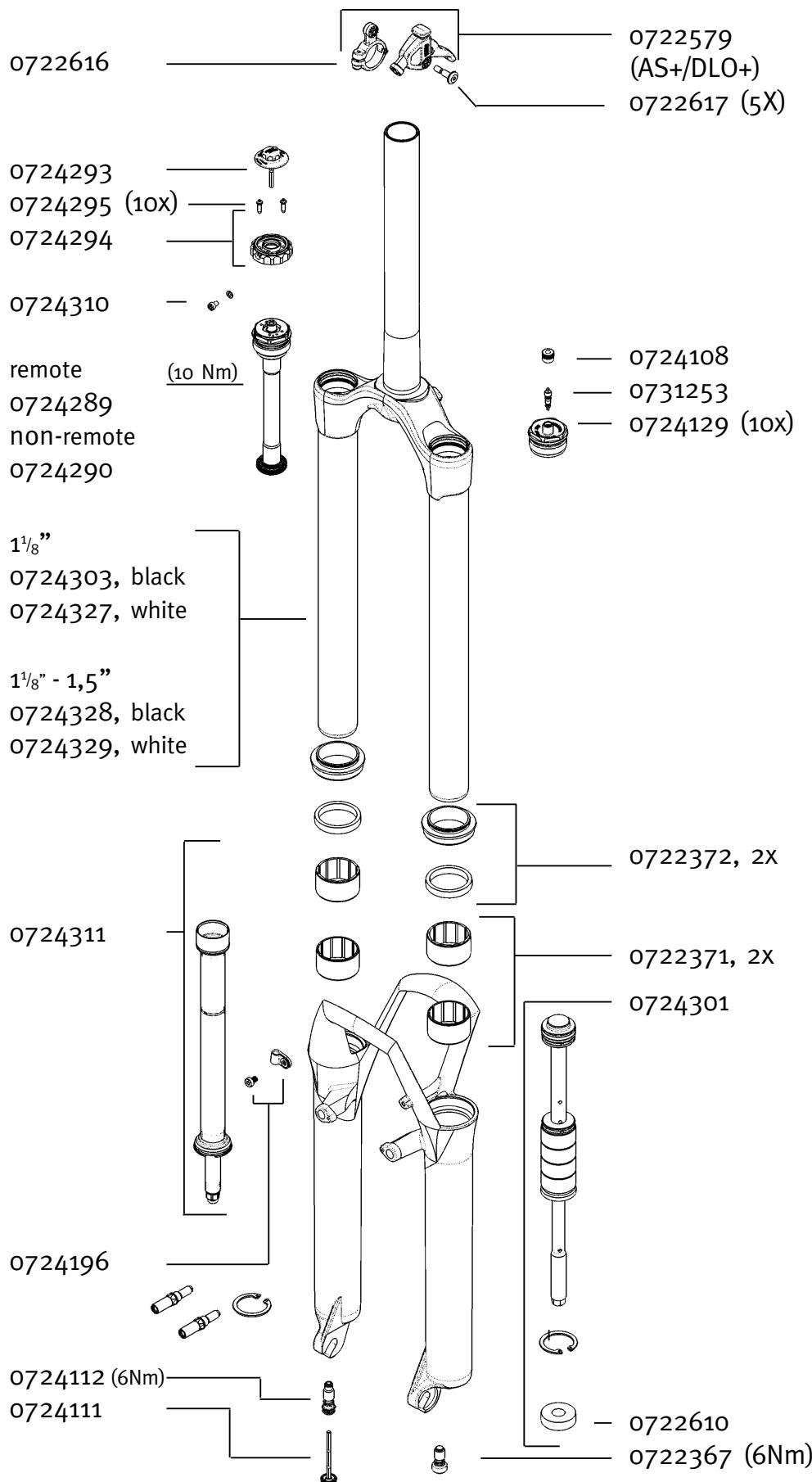
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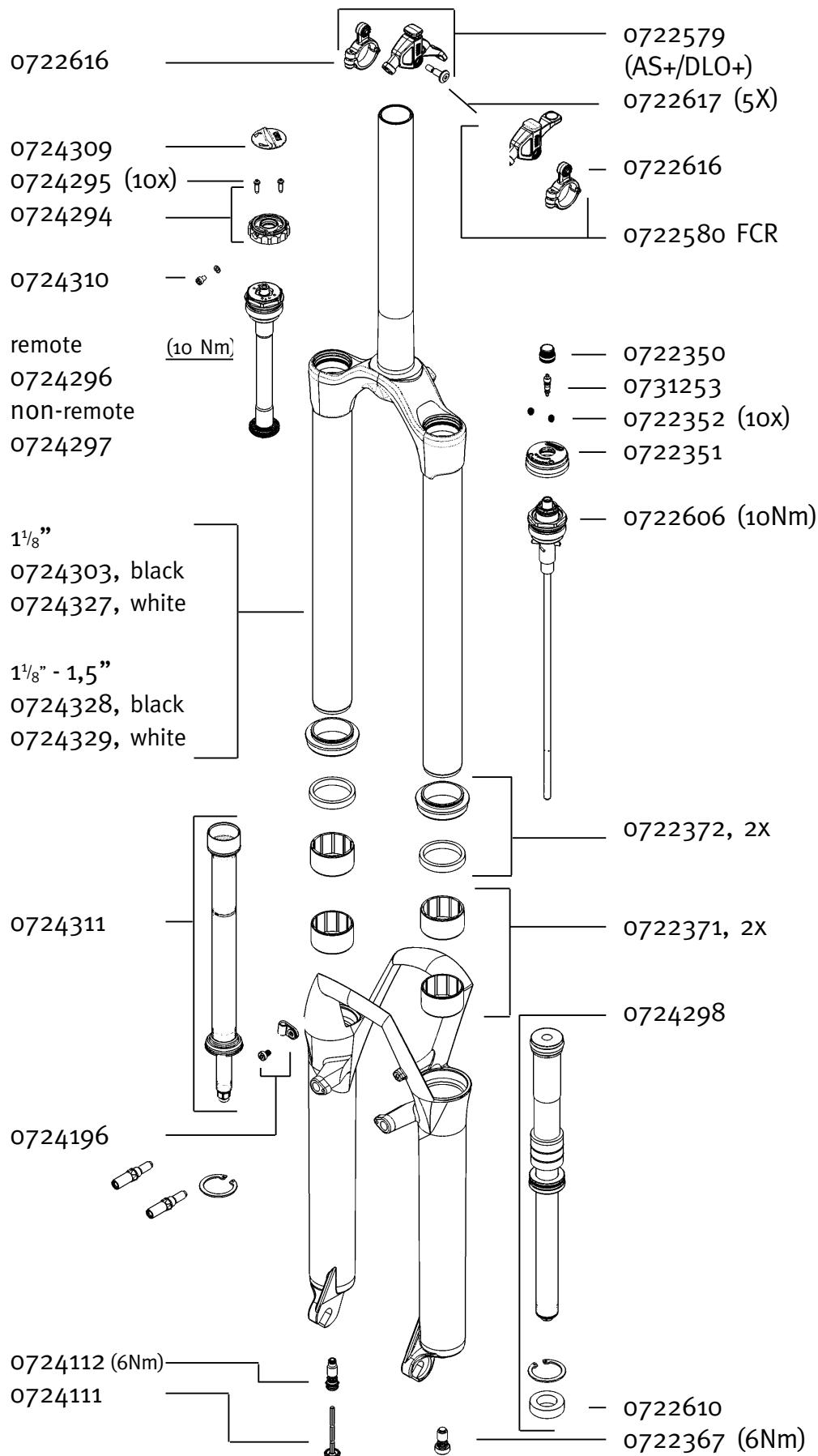
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Español

6.4 Durin Marathon 120 M fix AS+



6.5 Durin Marathon 120 M FCR DLO+



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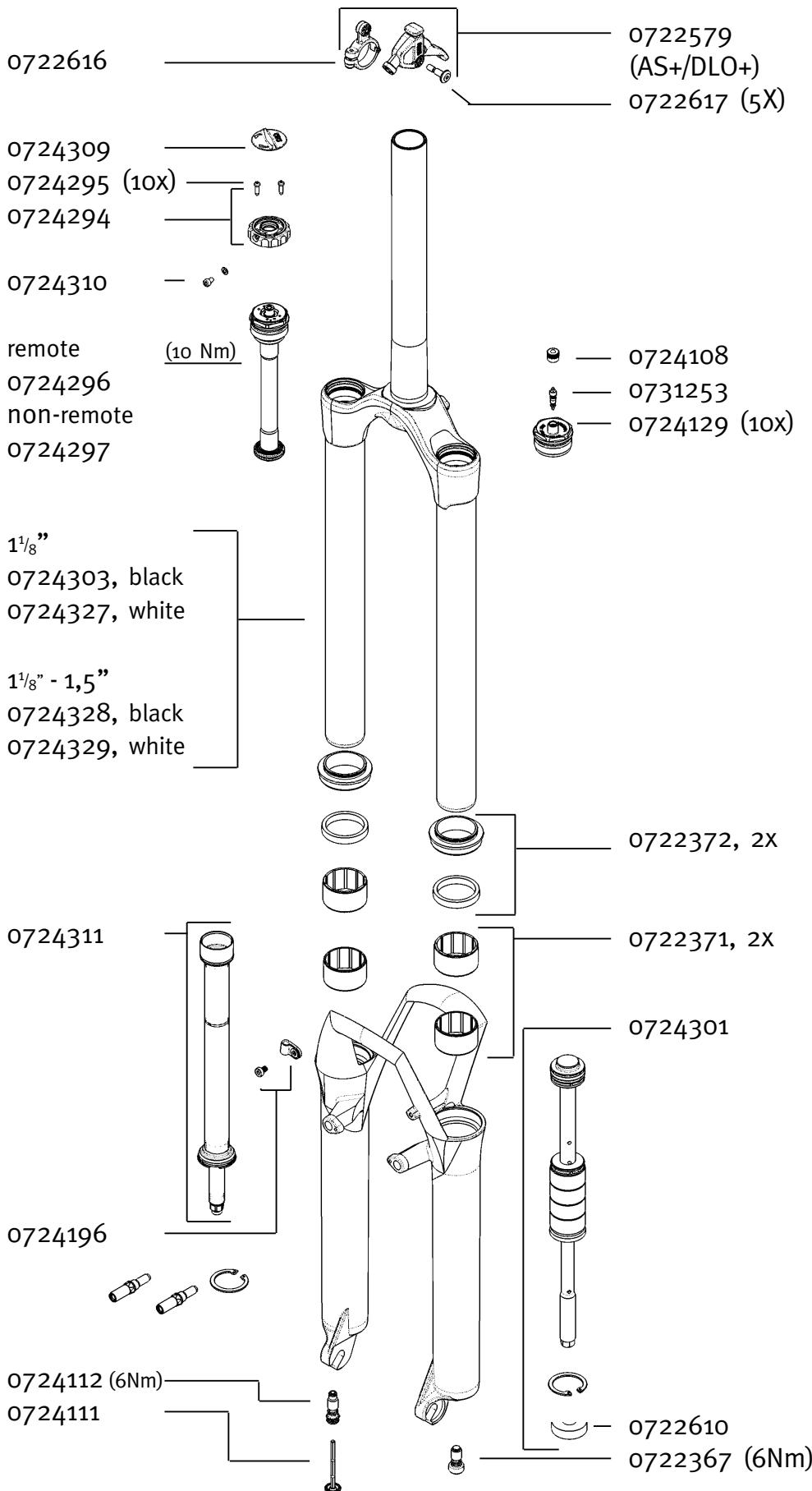
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Nederlands

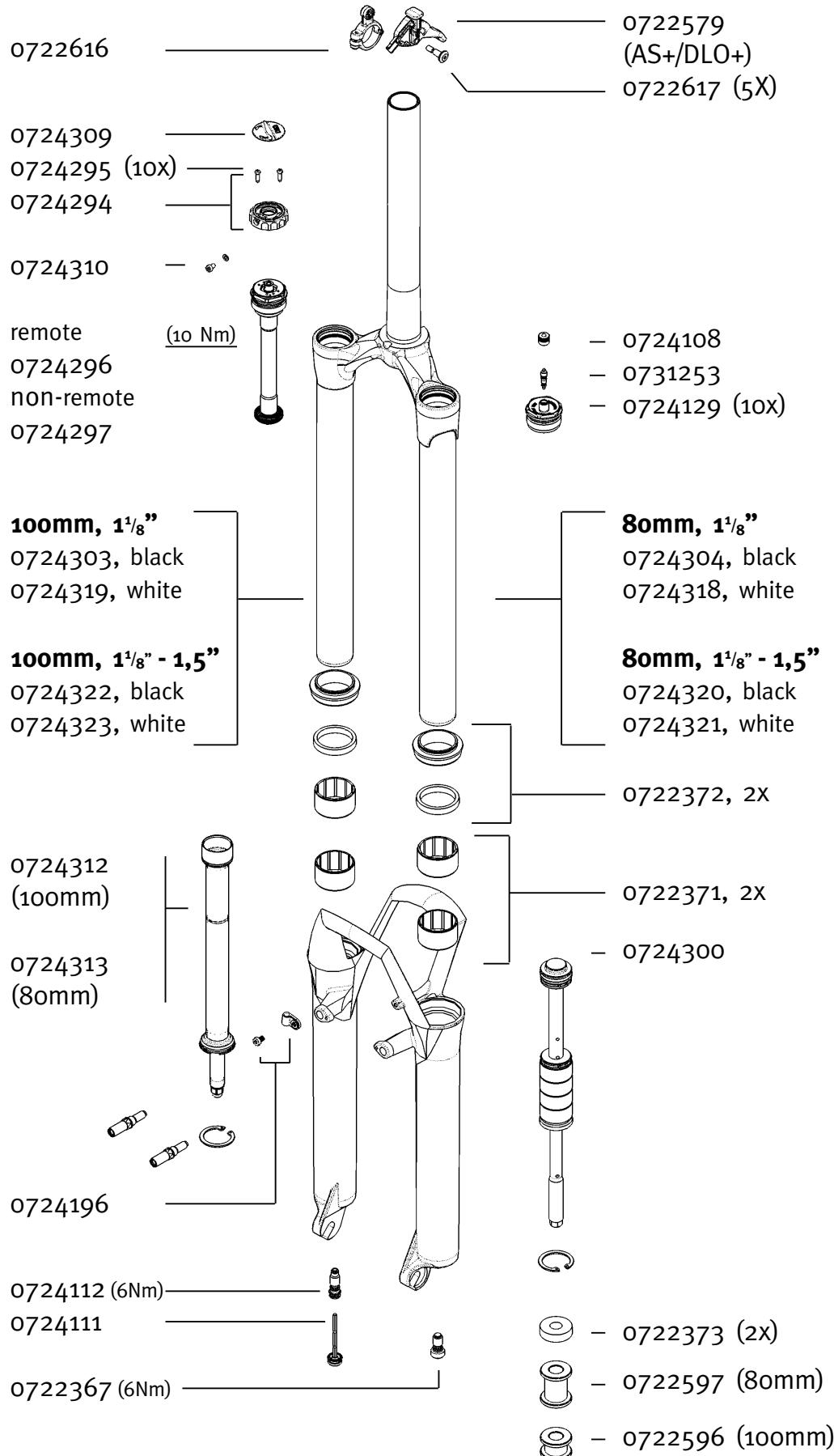
Italiano

Español

6.6 Durin Marathon 120 M fix DLO+



6.7 Durin 80/100 Race



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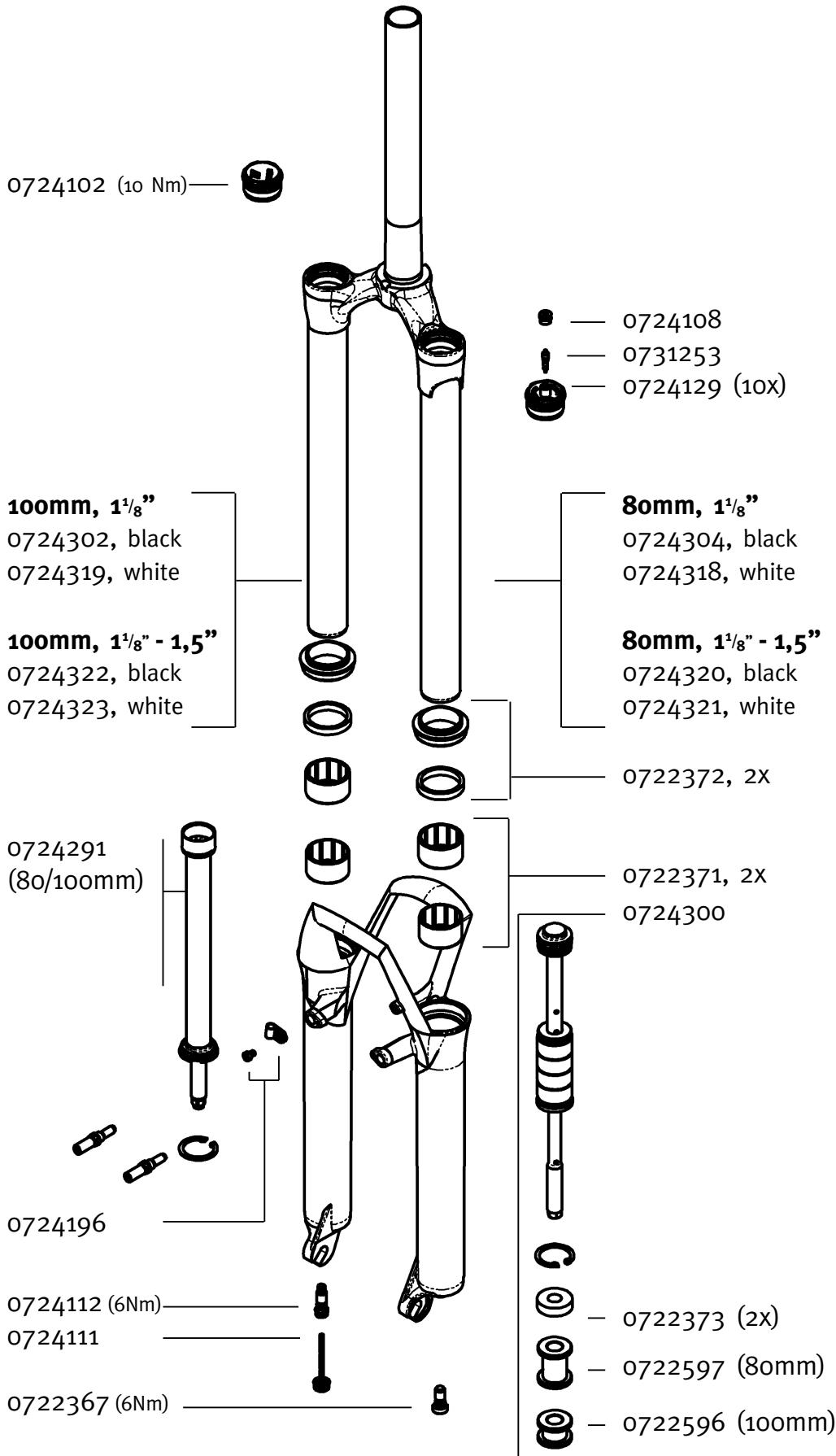
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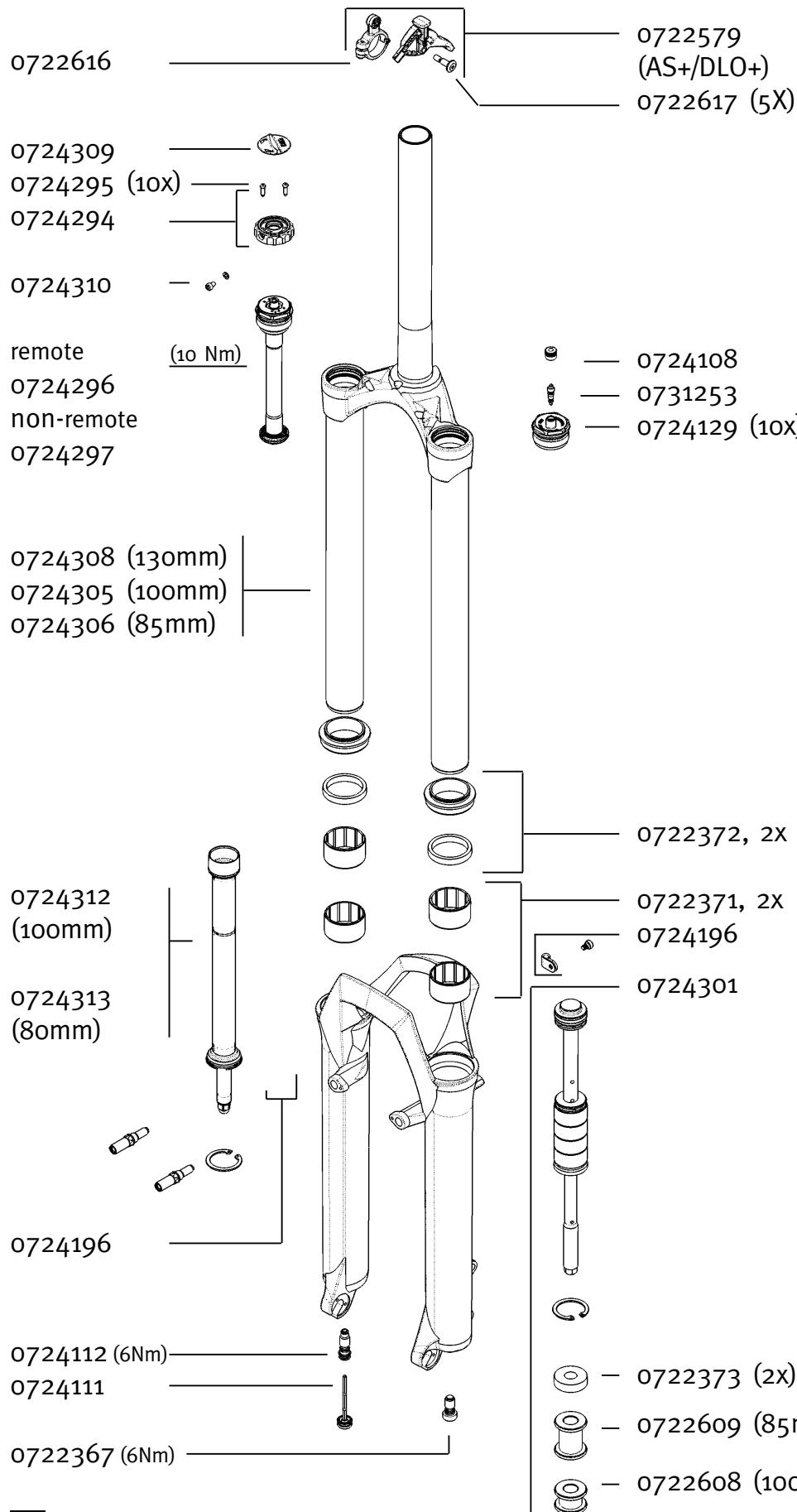
Español

suspension

6.8 Durin 80/100 SL



6.9 Menja 85/100 XC



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